

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☒ no ☐

Property Name: Ravenswood Heights Historic District Inventory Number: WA-I-887  
Address: Frederick Street Alt. Route 40/Old National Pike Historic district: ☒ yes ☐ no  
City: Hagerstown Zip Code: 21740 County: Washington  
USGS Quadrangle(s): Hagerstown  
Property Owner: multiple Tax Account ID Number: \_\_\_\_\_  
Tax Map Parcel Number(s): \_\_\_\_\_ Tax Map Number: \_\_\_\_\_  
Project: Southern Boulevard, Phase I Agency: Washington County  
Agency Prepared By: Paula S. Reed & Associates, Inc.  
Preparer's Name: \_\_\_\_\_ Date Prepared: 4/1/2011  
Documentation is presented in: \_\_\_\_\_  
Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended  
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Description:

Clustered along both sides of Frederick Street, just north of Funkstown, Ravenswood Heights grew as an early 20th century suburban development. The collection of houses sits back from Frederick Street and the former path of the Hagerstown Railway Company's electric railway, which ran along the west side of the street. The houses stand on large landscaped lots with trees, concrete walkways, driveways, often separated from the street with stone walls. The district contains 28 properties.

The predominant house-type is the Bungalow, with several American Foursquares and a stuccoed Spanish Colonial Revival example. All but two houses date from the 1920s or '30s, forming a cohesive unified group. Although several houses have been altered over the years, most retain a high degree of visual integrity from their period of construction. In addition to the houses, there are also free-standing period garages behind the dwellings, although a few garages are later buildings. The garages attest to the district's automobile-era development.

Most of the dwellings are single family residences. Building materials include brick, stone, shingle-covered frame and stucco. An

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MHT Comments:

Jim Toulmond  
Reviewer, Office of Preservation Services

B. Kuntz  
Reviewer, National Register Program

5/11/11  
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Date

unusual characteristic of the district is three bungalows built from the local limestone. While stone construction was common in Washington County in the late 18th and early 19th centuries, it is less so in the 20th century.

**Integrity Evaluation:** The Ravenswood Heights Historic District retains a high level of integrity of location, setting, design, materials, workmanship, feeling and association, the National Register's definers of visual historic integrity. The district contains only a few non-contributing properties and remains exceptionally intact to the period of its early 20th century development.

**Property Inventory:**

1. 1216 Frederick St. Two story, three bay American Foursquare house, brick construction. Central entrance, tripled first story front windows with 3/1 sash, double second story windows. Hipped roof with hipped roof dormer. Front porch with brick square columns and parapets. Ca. 1925. 1 Contributing building.
2. 1220 Frederick St. Frame three-bay bungalow with shed dormer. Asbestos shingle siding. Central entrance with double 8/1 window to north and single 6/1 window to south. Porch across front with square posts and wood balustrade. Separate service building to northeast with side gable roof. Frame construction with wood siding. Ca. 1925. 2 contributing buildings
3. 1222 Frederick St. Brick bungalow with shed dormer. Two bays with three-part front window. Porch with brick columns and wooden balustrade. Frame garage behind house. Ca. 1925. 2 contributing buildings.
4. 1224 Frederick St. Brick bungalow with shed dormer. Two bays with front window converted to a single pane picture window. Porch with brick columns and wooden balustrade. Ca. 1925. 1 contributing building.
5. 1226 Frederick St. Brick bungalow with shed dormer that has sunken window wells. Three bays with central entrance with elliptical fanlight and sidelights. Frame projecting bay on north side. Porch with outer brick columns and two central round Doric columns. Ca. 1925. 1 contributing building.
6. 1228 Frederick St. Brick bungalow with shed dormer, bricks painted white. Two bays with triple window and entrance with transom and sidelights. Porch with brick parapet embellished with corbelled recessed panels. Porch wraps to form carport on south side, held with metal post. Frame gabled garage behind house. Ca. 1925. 2 contributing buildings.
7. 1230 Frederick St. Brick bungalow with gabled dormer. Porch infilled with stucco. Three bays with central entrance. Projecting bay on north side. Frame gable-fronted garage behind house. Ca. 1925. 2 contributing buildings.
8. 1234 Frederick St. Brick two story American Foursquare style house, three bays at first story, five at second story. Central entrance. Rock-faced stone lintels over windows. Three-part first story front windows with 10-light transoms, 6/1-light windows elsewhere. Porch across front with brick parapets with corbelled panels. Hipped roof garage behind house. Ca. 1915. 2 contributing buildings.
9. 1236 Frederick St. Brick bungalow with shed dormer. Two bays with three-part front window. Entrance with sidelights and transom. Projecting bay, north side. Porch with brick columns and brick parapets with corbelled panels. Stone wall with upright stone cap in front of property. Two car brick garage with hipped roof. Ca. 1925. 2 contributing buildings; 1 contributing structure.
10. 1240 Frederick St. Rare limestone bungalow with projecting gabled front porch. Gabled dormer with brackets. Three bays with central entrance. Large front windows with multi-pane transoms. Entrance with partial sidelights. Exterior stone chimney;

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extension to the rear. Porch with limestone parapet walls. Concrete block garage. Ca. 1925. 1 contributing building. 1 non-contributing building.

11. 1244 Frederick St. Brick bungalow with gabled dormer. Flemish bond brickwork at front. Two bays with three-part front window with 4 vertical panes over 1. Art deco-influenced entrance with sidelights and transom. Square porch posts on brick piers. Ca. 1925. 1 contributing building.

12. 1246 Frederick St. Frame bungalow with gabled dormer at front and shed dormer at rear. Covered with vinyl siding. Two bays with three-part front window. 6/1 window sash. Porch with stuccoed columns and wooden balustrade. Frame gabled garage behind house. Ca. 1925. 2 contributing buildings.

13. 1248 Frederick St. Stuccoed Dutch Colonial/Bungaloid three-bay dwelling with shed dormer and jerkinhead roof. Enclosed porch extensions at each end. Central entrance with hood cover. Three-part windows with 6/1 and 4/1 sash. Two gabled sheds behind the house. Stone wall in front of property. Ca. 1925. 3 contributing buildings, 1 contributing structure.

14. 1252 Frederick St. Stuccoed Spanish Colonial Revival style dwelling with molded metal "tile" roof. Projecting gabled front with two stories and gabled entrance pavilion. One story side gabled extension to north and One story gabled extension to south with enclosed porch on extension's west elevation. Round-arched windows at first story and iron balcony in gable. Two car stucco and metal tile garage in rear with extensions. Stone wall in front of property. Ca. 1925. 2 contributing buildings; 1 contributing structure.

15. 1258 Frederick St. Colonial Revival brick house with three bays and side-front entrance. Windows with 2/2 sash and entrance with scroll pediment. Side porch with brick columns. Hipped roof garage behind house. Ca. 1930. 2 contributing buildings.

16. 1260 Frederick St. Stone bungalow with large projecting gabled porch. Three bays with central entrance. Porch with square posts and wood balustrade. Large front windows. Stone wall following driveway. 1 contributing building; 1 contributing structure.

17. 1251 Frederick St. "Garden Hill" Individually listed in the National Register WA-I-454. Two story, five bay brick dwelling dating from ca. 1865. There is also a separate brick one story summer kitchen, and the foundations of an old "Swisser" type barn which have been refurbished into a horse shelter. 2 contributing buildings.

18. 1249 Frederick St. One story modern brick house set well back from the street. 1 non-contributing building.

19. 1231 Frederick St. Outstanding stone Tudor Revival/Bungalow with projecting gabled front porch with battered stone columns and gabled dormer. Stone construction with simulated half-timbering in gables. Three bays with central entrance. Three-part windows with multipane transoms. Matching stone and half-timbered garage behind house. Stone walls and gate posts. Ca. 1925. 2 contributing buildings, 1 contributing structure.

20. 1229 Frederick St. Two story, three bay brick American Foursquare/Colonial Revival house with extension to north and west. Wraparound porch with entrance pediment, supported by Doric columns. Segmentally arched 8/1, 6/1 and larger windows. Hipped-roof dormers. Matching one story brick outbuilding. Ca. 1920. 2 contributing buildings.

21. 1227-1225 Frederick St. Two story brick American Foursquare duplex with projecting front gable. Double porch in projection's recess. 6/6 windows, some doubled. Two entrances at first story front. Frame hip-roofed garage behind house. Ca. 1930. 2 contributing buildings.

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22. 1223 Frederick St. Two story, three-bay "Cape Cod" house type. Central entrance and side-gabled roof. Picture windows at first and second stories. Two-bay shed-roofed porch. Ca. 1945. 1 non-contributing building.
23. 1221 Frederick St. Stucco and shingle bungalow with shed dormer and extension to rear. Two bays with three-part first story front window. 6/1 windows. Wraparound porch with stuccoed square columns forming arches. Ca. 1925. 1 contributing building.
24. 1219-1217 Frederick St. Two story, four bay brick American Foursquare duplex. 6/1 windows and hipped roof frontal dormer. Gabled hoods with brackets over entrances. Ca. 1930. 1 contributing building.
25. 1215-1213 Frederick St. Frame duplex bungalow with five-bay shed dormer. 1/1 windows; two entrances. Gable front block garage behind house. Ca. 1930. 1 contributing building; 1 non-contributing building.
26. 1211 Frederick St. Brick bungalow with shingled gables and gabled dormer. 6/1 windows with segmental brick arches. Projecting bay on south elevation. Brick columns on porch. Garden shed behind house. Ca. 1925. 2 contributing buildings.
27. 1209 Frederick St. Two-bay brick bungalow with gabled dormer. Three-part front window. Porch with brick columns. Gabled garage behind house. Ca. 1925. 2 contributing buildings.
28. 1207 Frederick St. Two story shingled bungalow dwelling with three bays and shed roofed porch across the front. Paired 6/1 windows. Central entrance. Hipped roof garage in rear. Ca. 1930. 2 contributing buildings.

## Statement of Significance:

The Ravenswood Heights Historic District is eligible under National Register Criterion A as an example of an early 20th century suburban subdivision development associated with the Hagerstown (electric) Railway Company, which ran along the National Pike from Hagerstown through Funkstown, and joined the Middletown-Myersville line to Frederick. Ravenswood Heights represents a rural adaptation of the suburban development occurring on the urban fringes during this period, known as "streetcar suburbs." With the construction of the National Road and Pike system, and later the B&O, Western Maryland, and Pennsylvania railroads, Hagerstown grew in importance as a transportation center throughout the 19th and early 20th centuries. The turn of the 20th century construction of the interurban electric railway line between Frederick and Hagerstown further enhanced Hagerstown's identification as the region's "Hub City." With the electric railway running along the Old National Pike, significant residential development occurred along the line, primarily on the edge of towns including Frederick, Middletown, Boonsboro, and Hagerstown. The Ravenswood Heights development, located southeast of Hagerstown adjoining the railway line and turnpike (Old National Pike/Alternate Rt. 40/Frederick Street) on both the east and west sides, was formed from smaller subdivisions by several landowners. Beginning in 1936, the construction of the new U.S. Route 40 between Frederick and Hagerstown, which passed to the northeast of Ravenswood Heights, and the closing of the electric railway line by 1945, effectively ended further development. The Ravenswood Heights Historic District is eligible under National Register Criterion C as a representative collection of early 20th century Colonial Revival and bungalow style houses, popular during the primary development period of the various subdivisions that make up Ravenswood Heights.

## Historic Context

The National Register bulletin "Historic Residential Suburbs" develops the national historic context to aid in the understanding and

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documentation of historic suburban developments. Relevant selections from this national context are included within the following Historic Context (in quotes, referenced as NR Bulletin), together with the regional context of rural "suburban" development.

As settlement in the western region of Maryland progressed from the initial interests of fur trading and subsistence farming there developed more substantial farms. Grain farming was prominent, and as a result many gristmills were established. The mills took advantage of the ample waterpower of the upper Potomac River watershed to convert grain into more easily transportable and marketable flour, meal or distilled into whiskey. These commodities were shipped to markets in Baltimore or Philadelphia.

Shipping from central and western Maryland and the grain growing regions of Pennsylvania and the Shenandoah Valley was a problem, and hindered the growth and prosperity associated with grain production. There was no inland water route to the farming areas, although navigation of the Potomac and Susquehanna were promoted or opposed by various factions. Rail service did not develop until the 1830s, so highway transportation had to serve the freight hauling needs of the region. Maryland, therefore promoted turnpike development, although most of these toll routes were privately funded. Many of these routes were simply improvements on historic paths and wagon roads that had already been in use for more than 100 years. But the agricultural production and growth in population in the western areas of Maryland encouraged construction and improvement of roads which were generally described as "miserable and worst in the union" in the late 18th century (Brugger 1985:153). Baltimore officials in 1787 laid out 20-foot wide roads to Frederick, Reisterstown and York, Pennsylvania. However, it was private turnpike companies and in some cases mill owners who actually constructed the roads (Ibid).

In 1806 the Federal government began the construction of a highway that would lead to the newly acquired Louisiana Purchase lands comprising much of the central portion of the United States. The "National Road" began in Cumberland, Maryland following the old Braddock Road, a rough wagon track established by explorers and traders, and led to Wheeling in Virginia (West Virginia) and later on to Terre Haute, Indiana. The main wagon road from Baltimore to Cumberland, a collection of privately owned and operated turnpike segments, was eventually upgraded and consolidated to become part of the National Pike system. The National Road and Pike system became one of the most heavily traveled east-west routes in America with traffic passing all hours of the day and night. Stagecoaches, freight wagons, herds of swine, geese and cattle headed to market along the road, as individual traffic passed along the pike. Taverns, inns and hotels were an important part of the travel-generated economy. Also important were blacksmith shops, wagon shops, and leather and harness shops.

Despite the advent of the C & O Canal and B & O Railroad in the 1830s, which served the region as alternate forms of transportation, the National Pike continued to be the major thoroughfare between Frederick and Hagerstown, neither town directly served by either the canal or the railroad, as well as for the rural towns and villages along the route of the National Pike.

The turn of the 20th century was punctuated in Frederick and Washington Counties with the development of the Frederick to Hagerstown interurban railway. A boon not only to the farmers transporting produce to the Frederick and Hagerstown markets but also for passenger travel and summer resort businesses. The development of the interurban electric railway in the region was part of a national trend toward mechanized mass transportation, particularly in urban areas. These transportation innovations had a profound impact on residential development, not only around the cities, but also in rural areas.

"The introduction of the first electric-powered streetcar system in Richmond, Virginia, in 1887 by Frank J. Sprague ushered in a new period of suburbanization. The electric streetcar, or trolley, allowed people to travel in 10 minutes as far as they could walk in 30 minutes. It was quickly adopted in cities from Boston to Los Angeles. By 1902, 22,000 miles of streetcar tracks served American cities; from 1890 to 1907, this distance increased from 5,783 to 34,404 miles.

By 1890, streetcar lines began to foster a tremendous expansion of suburban growth in cities of all sizes. In older cities, electric streetcars quickly replaced horse-drawn cars, making it possible to extend transportation lines outward and greatly

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expanding the availability of land for residential development. Growth occurred first in outlying rural villages that were now interconnected by streetcar lines, and, second, along the new residential corridors created along the streetcar routes...

As streetcar systems evolved, cross-town lines made it possible to travel from one suburban center to another, and interurban lines connected outlying towns to the central city and to each other. Between the late 1880s and World War I, a number of industrial suburbs appeared outside major cities, including Gary, Indiana, outside Chicago, and Homestead and Vandergrift, both outside Pittsburgh.

Concentrated along radial streetcar lines, streetcar suburbs extended outward from the city, sometimes giving the growing metropolitan area a star shape. Unlike railroad suburbs which grew in nodes around rail stations, streetcar suburbs formed continuous corridors. Because the streetcar made numerous stops spaced at short intervals, developers platted rectilinear subdivisions where homes, generally on small lots, were built within a five- or 10-minute walk of the streetcar line. Often the streets were extensions of the gridiron that characterized the plan of the older city." (NR Bulletin, pp. 23-24)

Rural regions like Frederick and Washington Counties in Maryland found great advantage in the technology of the electric railway. The ability of the electric rail to overcome the relatively difficult mountain passages (difficult for steam rail technology) bisecting the counties encouraged a number of local entrepreneurs to initiate development of railways out of Frederick and Hagerstown. Cognizant of the lucrative real estate development potential, both individual developers, and local development companies modeled on those found in other regions, began to emerge as well.

"Until the early twentieth century, most subdivisions were relatively small, and suburban neighborhoods tended to expand in increments as adjoining parcels of land were subdivided and the existing grid of streets extended outward. Subdivisions were generally planned and designed as a single development, requiring developers to file a plat, or general development plan, with the local governmental authority indicating their plans for improving the land with streets and utilities. Homes were often built by different builders and sometimes by the owners themselves...." (NR Bulletin, p. 29)

In rural areas, these small developers were often farm families whose land adjoined both a town and the railway's route. In Frederick and Washington Counties such subdivisions can be found around Hagerstown, Boonsboro, Middletown, Braddock Heights, and Frederick. Most of these subdivisions are distinguished by their linear alignment along the railway's right-of-way, their wide set-backs, and by their architectural reflection of the 1890s to 1930 time period. The use of set-backs, in which the building line is "set back" a specific number of feet from the building lot's boundary, originally grew out of the Progressive Movement of the late 19th century. Initially an attempt to bring light and fresh air into the urban environment, set-backs and other deed restrictions became a way for developers to control the appearance, and eventually the occupants, of their subdivisions (NR bulletin, p. 35).

"The design of American suburbs springs from advances made in England and the United States in the development of picturesque and Garden City models for suburban living. With the rise of suburbs, regional vernacular forms of housing gave way to a wide variety of house types and styles popularized by pattern books, periodicals, mail order catalogs, stock plan suppliers, and small house architects. Popular housing forms were often modest adaptations of high-style domestic architecture. Similarly, popular garden magazines and landscape guides exerted influence on the design of domestic yards and gardens.

The romantic allusions to historic European prototypes that characterized mid-nineteenth century housing styles, promoted by landscape designer Andrew Jackson Downing and others, gave way to an eclecticism of style by the end of the century that derived from the mainstream architectural styles and achievements of the Nation's emerging architectural profession. Regionalism, native materials, and local building traditions persisted in homes of the Arts and Crafts movement before World War I; their widespread publication as modest bungalows by editors, such as Gustav Stickley and Henry Wilson, resulted in the diffusion of examples nationwide. Similarly, following World War I, great interest in America's rich and diverse cultural heritage resulted in the popularity of revival house styles and types, typically drawn from English, Dutch, Spanish, and other Colonial traditions and

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Reviewer, National Register Program

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associated with a particular geographical region.

The majority of residential neighborhoods of the period, however, were distinguished by a variety of styles drawn from many stylistic traditions, many of which had little association with the cultural identity or traditions of the region where they are located. Such nationalization of housing styles based on historical prototypes, such as the Cape Cod or Monterey Revival, as small house architects, designers of stock plans, and manufacturers of pre-cut, mail order houses adapted colonial forms for modern living and marketed them to a national audience." (NR Bulletin, p. 18)

Interurban electric railway systems and many streetcar lines struggled through the Great Depression of the 1930s and, after a brief resurgence during WWII, most lines were discontinued. The demise of the interurban railway followed the popularization of the automobile and road surface improvements in the 1920s. Faster speeds and increased traffic led to alternate highway construction beginning in the 1930s and culminated in the 1950s and 1960s with the Interstate Highway system. The new "super highways" generally by-passed the small towns that had grown along the historic transportation routes, slowing growth considerably and leaving their historic neighborhoods intact. The formerly "suburban" subdivisions associated with electric streetcar or interurban railway transportation remain today, often as elegant neighborhoods located within town or city boundaries.

#### Resource History

The Ravenswood Heights Historic District appears to have been subdivided around 1915 by several landowners on both the east and west sides of the "turnpike road leading from Hagerstown to Funkstown," as the National Pike south of Hagerstown was then known. Principal among the landowners on the west side of the road was Robert H. Cushen, a fruit and vegetable market farmer whose 54-acre farm known as Garden Hill had benefited from its location on the main road to the Hagerstown markets ("Garden Hill" NR documentation, 2002, MIHP #WA-I-454). In July 1897, Cushen further enhanced his transportation options when he sold right-of-way along his turnpike frontage to the Hagerstown Railway Company, "for the construction and maintenance and operation of a railway thereon to be operated by electricity or motive power other than steam" (WC DB 115/17). On the same day, neighbors David and Anna Kenly, who lived on Ravenswood Farm just north and west of Cushen, and the intervening landowners, the heirs of Elizabeth Grosh, also sold right-of-way land to the railway company (DB 115/14 and 15). The railway line connecting with a line coming out of Frederick was completed in 1904, and in 1913 the railway companies merged forming the Hagerstown & Frederick Railway ("Hagerstown & Frederick Railway Car Barn," MIHP #WA-HAG-175).

The subdivision of the Cushen property began in August 1897 with the sale of a 100 x 200 foot lot, located on their northern boundary with railway frontage, to their oldest daughter Nannie Cushen (WC DB 110/676). In 1911, Nannie and her brother Frank Cushen inherited the family farm and by 1916 platted a linear subdivision along the railway, including Nannie's 1897 lot (see attached). David and Anna Kenly purchased a 7-acre parcel of the adjoining Grosh property to the north in 1907 (WC DB 125/347; WC DB 130/122). The Kenly's first lot sales from their subdivision occurred in 1913, though their subdivision plat was not drawn until 1922 (see attached). Both the Cushens and the Kenlys included restrictions or covenants on their lot sales, the Kenlys with a 50-foot building set-back and the Cushens with a 53-foot set-back. The Cushens further required a minimum building value of \$3,000 for a single dwelling and \$4,500 for a double, and that "no residences shall have shingle roofs," presumably to prevent fire.

On the east side of the Hagerstown to Funkstown Turnpike, the Cushens subdivided a 2-acre parcel across from the family farmhouse, beginning with a lot sale in 1915 to S. Howard Rowe (WC DB 146/266). The restriction on the Rowe lot required a dwelling house with a minimum value of \$2,500. Sometime before 1924, Rowe constructed a "stone Bungalow" on his lot (WC DB 168/655). The landowner adjoining on the north was Harry K. Beachley, who purchased a 1 1/2-acre lot from Susan Cushen in 1911 (WC DB 140/396). The lot was later subdivided by Mae Conrad in 1929, who required a set-back equal to her own and a minimum house value of \$5,000 (WC DB 182/302). Just north of that parcel was another 2-acre lot sold by Susan Cushen in 1911

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to Harry Rudy, which was developed after 1916 by Frank Lynch (WC DB 135/231; WC DB 148/432). This was adjoined on the north by a 3-acre tract purchased by H. K. Beachley from the Elizabeth Grosh estate in 1902 (WC DB 117/130). Beachley platted his "Funkstown Hill Addition" in 1917 and began selling lots with a 69-foot set-back (see attached). Jacob Roessner, who in 1910 purchased the adjoining 192-acre William E. Watts farm (WC DB 133/220), sold several subdivided lots along the road north of Beachley by 1916 (WC DB 149/82).

After about 1935, development of the Ravenswood Heights/Funkstown Hill neighborhood came to an end, though some homeowners further subdivided their lots in later years. In 1936, construction began on U.S. Route 40, a new east-west road from Baltimore through Hagerstown that by-passed much of the Old National Pike. At about the same time, the electric railway saw its ridership and freight decline by half, largely due to the growing popularity of the automobile and trucking (Harwood 1970:123). No longer seen as a primary travel route, development along the National Pike slowed to a trickle.

Essentially completed within a 20-year period, the patchwork of subdivisions commonly referred to as Ravenswood Heights by the 1960s, form a cohesive early 20th century linear suburban neighborhood.

#### Bibliography:

Brugger, Robert J. Maryland a Middle Temperament. Baltimore, MD: Johns Hopkins University Press, 1985.

Harwood, Herbert H. Jr. Blue Ridge Trolley. San Marino, CA: Golden West Books, 1970.

"Historic Residential Suburbs," National Register Bulletin, [www.cr.nps.gov/nr/publications/bulletins/suburbs/text1.htm](http://www.cr.nps.gov/nr/publications/bulletins/suburbs/text1.htm).

Washington County (WC) Land Records. <http://mdlandrec.net>.

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JACOB ZIEGLER

CUSHEN

NANNIE E. & FRANK M. CUSHEN

### CONDITIONS AND RESTRICTIONS

The no building shall be erected within 55 ft. of the property line along the Hag. Ry. Co's. Right of Way. The no frame building shall be erected within 15 ft. of the property line along the State Road.

The no single residence shall be erected costing less than \$1000.00; no double residence shall cost less than \$3500.00.

The no residences shall have shingle roofs.

### SUBDIVISION OF PROPERTY

OWNED BY

**NANNIE E. AND FRANK CUSHEN**

NEAR

**FUNKSTOWN MD.**

Sec. 16-40

Feb. 17/16

MIHP # WA-I-887

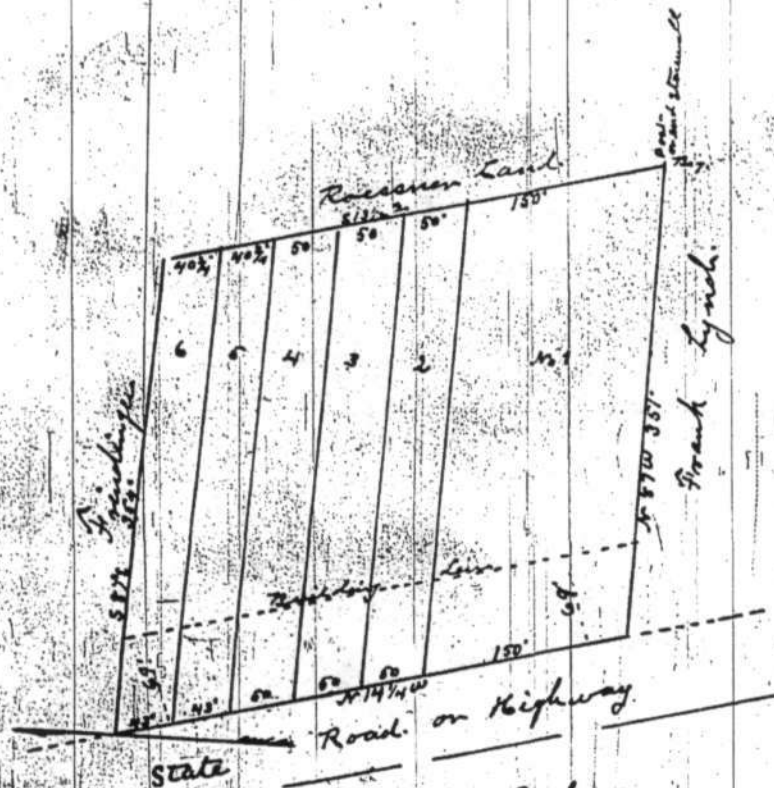
Ravenswood Heights Historic District

Frederick Street/U.S. Alt Rt. 40

Hagerstown, Washington Co., MD

(Washington Co. Plat 137B, MSA S1255-311)

H. K. Beachley's  
Franktown No. 16  
Addition.



Scale 100' = 1"

July 1917  
E. G. Piper

No building, structure or super-structure; steps to porches, retaining walls, fences and enclosures at entrances to lots excepted; shall be erected or placed within sixty-nine (69) feet of the East marginal line of the State Road or Highway as shown hereon.

Filed July 11 1917

For Edward Cowell

Clerr

MIHP # WA-1-887

Bayenswood Heights Historic District

Frederick Street/U.S. Alt Rt. 40

Hagerstown, Washington Co., MD

(Washington Co. Plat 145, MSA S1255-255)

ADJOINING  
HAGERSTOWN, MARYLAND.  
Scale 1"=60' 5-3-'22  
J.B. Ferguson & Co.  
Engineers

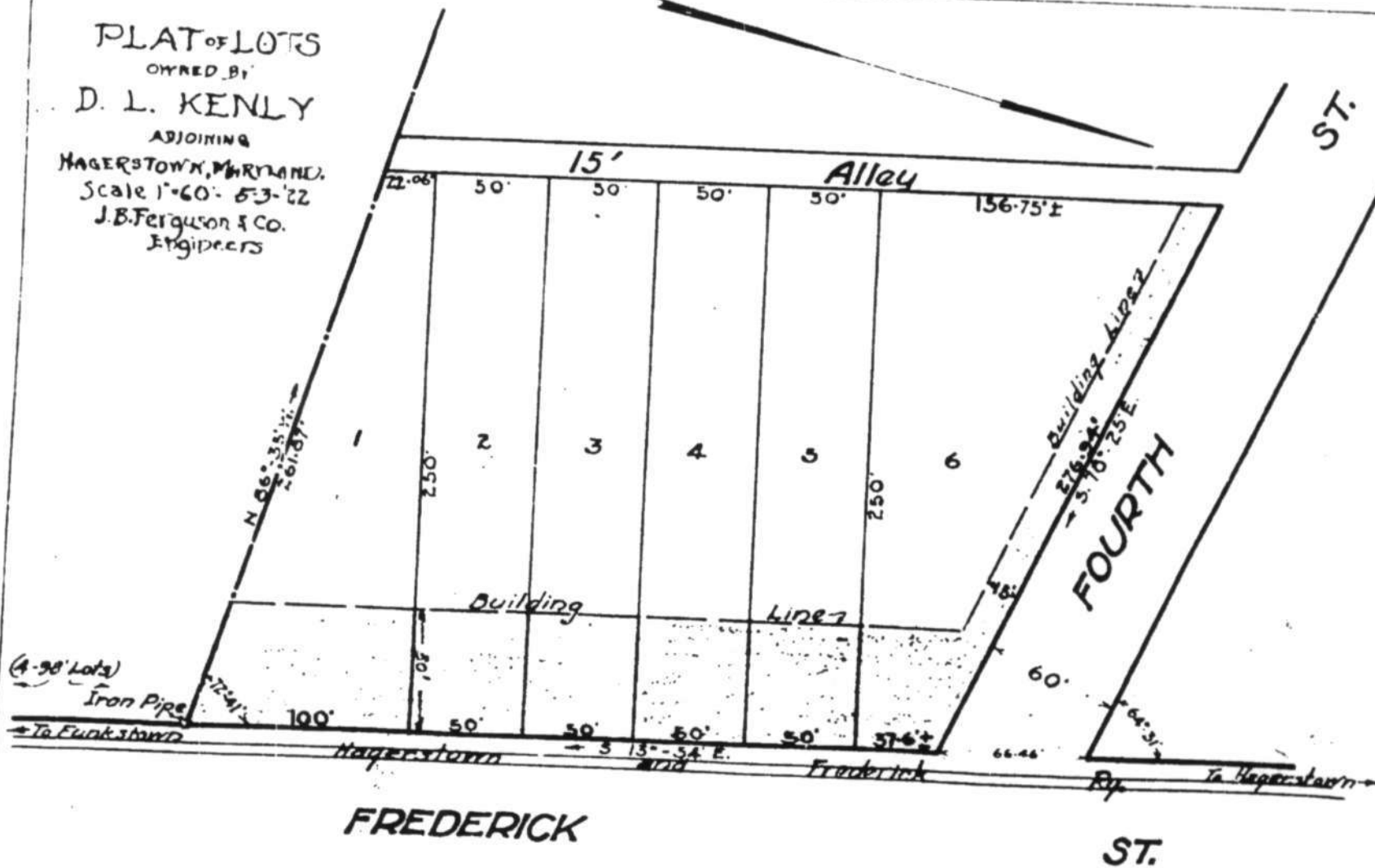
ADJOINING

HAGERSTOWN, MARYLAND.

Scale 1"=60' 5-3-'22

J.B.Ferguson & Co.

Engineers



MIHP # WA-I-887

## Ravenswood Heights Historic District

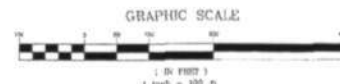
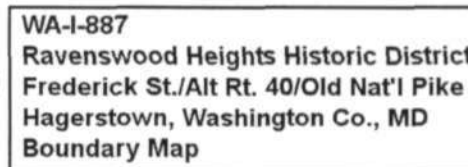
Frederick Street/U.S. Alt Rt. 40

Hagerstown, Washington Co., MD

(Washington Co. Plat 208, MSA S1255-395)

Prop. Rt. 40						
Number	Length	Radius	Line/Chord Direction	Chord	Bearing	Tangent
L7	229.97		S13°10'10"E			
C-6	36.52	865.90'	S12°08'25"E	36.52	S2°03'29"	15.27
L8	394.68'		S11°06'41"E			
L9	422.04'		S09°01'56"E			
C-7	236.12'	2298.88'	S23°01'43"E	236.61	S6°09'25"	115.16
L10	90.87'		S28°12'31"E			

doi:10.1002/for.1403



WASHINGTON COUNTY DIVISION OF PUBLIC WORKS

APPROVED FOR CONSTRUCTION

JOSEPH ORSAGUO & P.E., P.L.S.  
DIRECTOR OF PUBLIC WORKS FOR WASHINGTON COUNTY, MD

DATE

**SOUTHERN BOULEVARD - PHASE I**

**ROAD CONSTRUCTION**

**GEOMETRICAL PLAN**

**DIVISION OF PUBLIC WORKS**  
 WASHINGTON COUNTY, MARYLAND  
 ENGINEERING DEPARTMENT

Washington County Administration Building  
 10000 Greenway Road, P.O. Box 100  
 Frederick, MD 21701-0100 Tel. 246-3731-3281



STATE OF MARYLAND  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF PUBLIC WORKS

SCALE:  
 1" = 100'

SHEET NO.:  
 GEO - 02

PROJECT No.: 10-1377





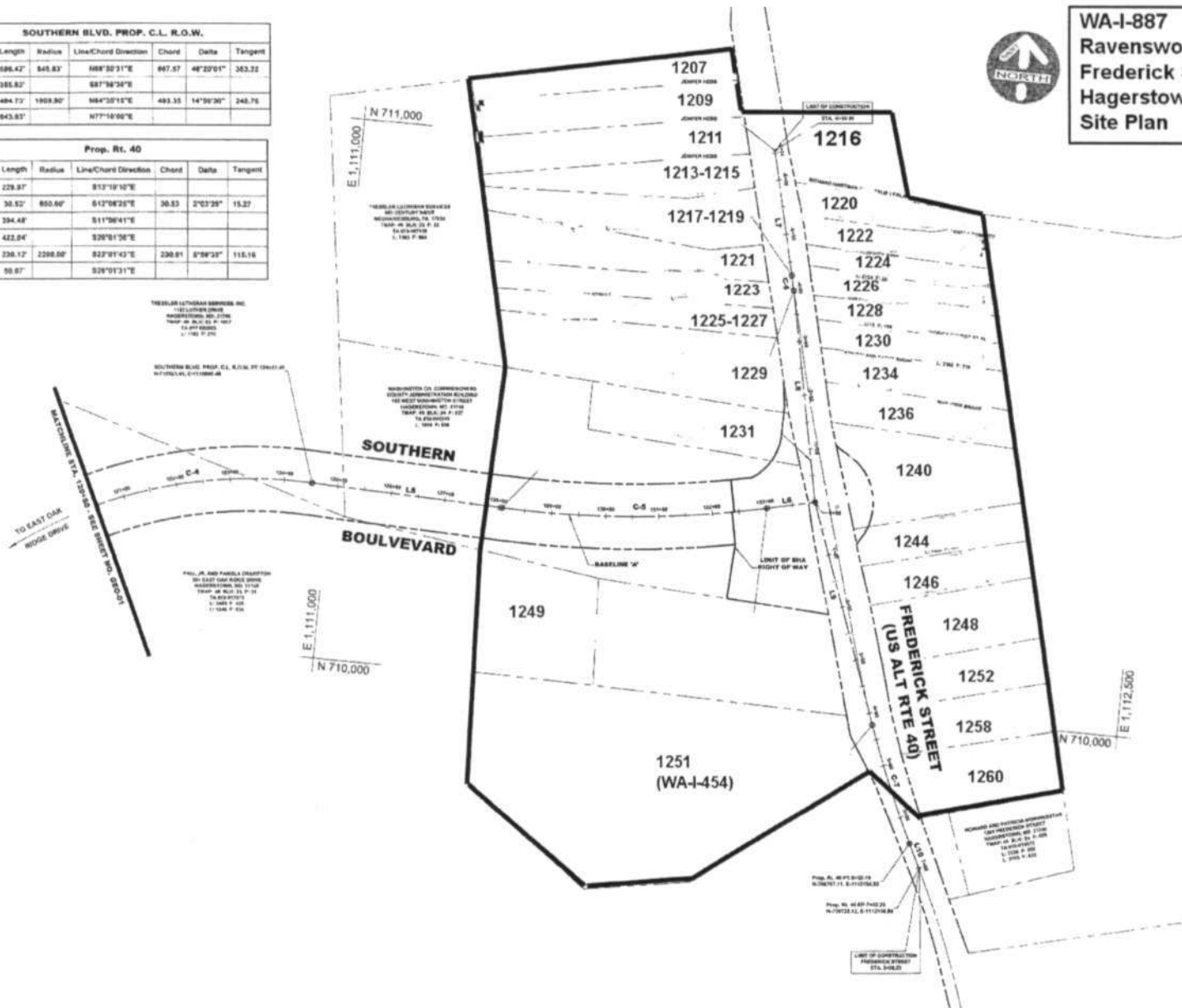
SOUTHERN BLVD. PROP. C.L. R.O.W.						
Number	Length	Radius	Line/Chord Direction	Chord	Delta	Tangent
C-4	686.42	845.83	N88°30'31"E	667.87	46°22'01"	353.32
L-5	355.82		S87°58'38"E			
C-5	494.72	1903.30	N84°32'15"E	493.35	14°38'20"	248.75
L-6	843.83		N77°18'08"E			

Prop. Rt. 40						
Number	Length	Radius	Line/Chord Direction	Chord	Delta	Tangent
L-7	229.37		S12°19'10"E			
C-6	36.52	855.60	S12°08'25"E	36.83	2°03'28"	15.27
L-8	394.48		S11°36'41"E			
L-9	422.84		S26°01'56"E			
C-7	236.12	2288.00	S27°01'43"E	236.01	8°58'39"	115.16
L-10	99.87		S28°01'31"E			

THESE ARE LUTHERAN SERVICES, INC.  
1102 LUTHER DRIVE  
HAGERSTOWN, MD 21044  
TRAP IN B.L. 25.11 P. 31  
TO EAST DAK  
1:100 P. 302

SOUTHERN BLVD. PROP. C.L. R.O.W. PT. 10000 IN  
NORTH 111,000

PROP. AL. 10000 IN  
ON EAST DAK DRIVE  
HAGERSTOWN, MD 21044  
TRAP IN B.L. 25.11 P. 31  
TO EAST DAK  
1:100 P. 302



**WA-I-887**  
**Ravenswood Heights Historic District**  
**Frederick St./Alt. Rt. 40/Old Nat'l Pike**  
**Hagerstown, Washington Co., MD**  
**Site Plan**

DIVISION OF PUBLIC WORKS  
WASHINGTON COUNTY, MARYLAND  
ENGINEERING DEPARTMENT

**SOUTHERN BOULEVARD - PHASE I**  
**ROAD CONSTRUCTION**  
**GEOMETRICAL PLAN**



SCALE:  
1" = 100'  
SHEET NO.:  
GEO - 82  
PROJECT NO.: 10-137  
DWG. No.: 1 of 79

**DFI**  
ENGINEERING & ARCHITECTURE, INC.

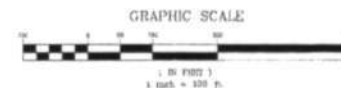
WASHINGTON COUNTY PLANNING  
CONSTRUCTION DIVISION  
107 BUSINESS PARK  
107 BUSINESS PARK  
MELFORD, MD 21088  
YOUTH DEVELOPMENT CENTER  
443 5th ST. FAX: 410 338 2718

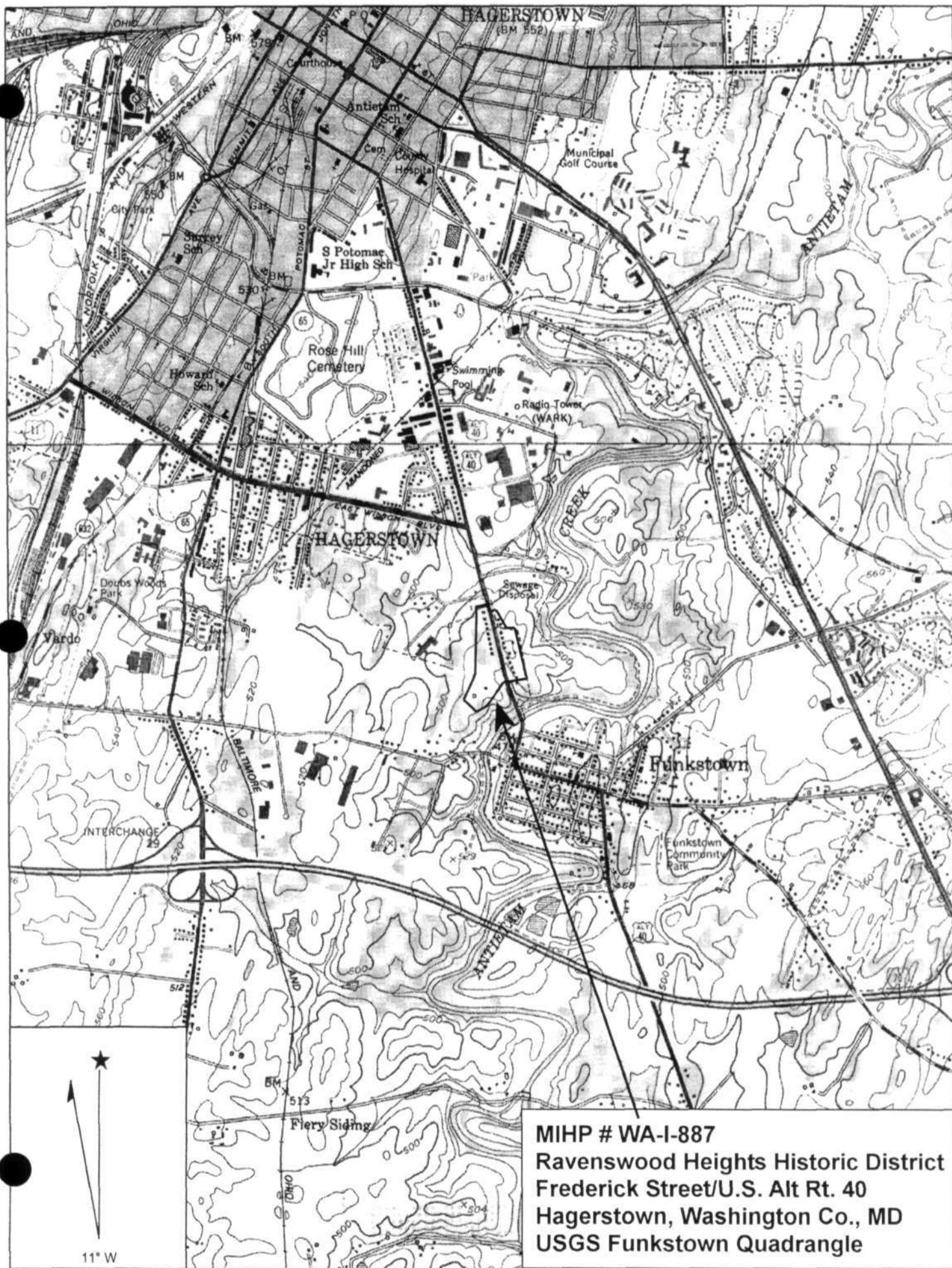
THE SURVEYOR'S MAP/PLAN HEREIN IS APPROVED:

WASHINGTON COUNTY DIVISION OF PUBLIC WORKS  
LAND DEVELOPMENT ENGINEERING

APPROVED FOR CONSTRUCTION:

JUDITH HERRING, P.E., P.L.S.  
DIRECTOR OF PUBLIC WORKS FOR WASHINGTON COUNTY, MD





**WA-I-887**  
**Ravenswood Heights Historic District**  
**Frederick St./Alt Rt. 40/Old National Pike**  
**Hagerstown, Washington County, MD**  
**Southern Boulevard, Phase I**

**Digital Photo Log**

HP 100 Gray Photo Cartridge  
HP Premium Plus Photo Paper

WA-I-887\_2011-04-07\_01.tif: Setting, view SE from south end of district boundary toward Old National Pike bridge over Antietam Creek.

WA-I-887\_2011-04-07\_02.tif: West side of Frederick Street, view S showing electric railway right-of-way.

WA-I-887\_2011-04-07\_03.tif: 1216 Frederick Street, east side, view NE.

WA-I-887\_2011-04-07\_04.tif: 1220-1226 Frederick Street, east side, view SE.

WA-I-887\_2011-04-07\_05.tif: 1228-1234 Frederick Street, east side, view SE.

WA-I-887\_2011-04-07\_06.tif: 1236, 1240 Frederick Street, east side, view SE.

WA-I-887\_2011-04-07\_07.tif: 1244, 1246 Frederick Street, east side, view SE.

WA-I-887\_2011-04-07\_08.tif: 1252-1260 Frederick Street, east side, view SE.

WA-I-887\_2011-04-07\_09.tif: 1251 Frederick Street, west side, Garden Hill (WA-I-454), view W.

WA-I-887\_2011-04-07\_10.tif: 1249 Frederick Street, west side, view W.

WA-I-887\_2011-04-07\_11.tif: 1231 Frederick Street, west side, view NW.

WA-I-887\_2011-04-07\_12.tif: 1229, 1227-1225, 1223 Frederick Street, west side, view NW.

WA-I-887\_2011-04-07\_13.tif: 1221, 1219-1217 Frederick Street, west side, view NW.

WA-I-887\_2011-04-07\_14.tif: 1215-1213 Frederick Street, west side, view SW.

WA-I-887\_2011-04-07\_15.tif: 1211 Frederick Street, west side, view NW.

WA-I-887\_2011-04-07\_16.tif: 1209-1207 Frederick Street, west side, view NW.



1251



WA-I-887

Ravenswood Heights Historic District  
Frederick St. | Alt. Rt. 40 | Old National Pike  
Hagerstown, Washington Co. MD

4/11

E. Wallace, PRA, Inc.

File location, MD SHPO

Setting. View SE from south end of district  
toward Old National Pike Bridge over Antietam Creek  
and Funkstown

#1 of 16

2011-04-07\_1



WA-I-887

Ravenswood Heights Historic District

Frederick St. | Alt Rt. 40 | Old National Pike

Hagerstown, Washington Co., MD

file

E. Wallace, PCA, Inc.

File Location: MD SHPO

West Side of Frederick St., view South showing  
electric railway right of way





WA-I-887

Ravenswood Heights Historic District  
Frederick St. / Alt Rt 40 / Old National Pike  
Hagerstown, Washington Co. MD

4/11

E. Wallace, PRA, Inc.

File location: MD SHPO

1216 Frederick St., NE View

#3 of 16

2011-4-7\_03



WA-I-887

Ravenswood Heights Historic District  
Frederick St. / Alt Rt. 40 / Old National Pike  
Hagerstown, Washington Co. MD

4/11

E. Wallace, PRA, Inc

File Location: MD SHPO

1220 - 1226 Frederick St. East Side, SE view

#4 of 16

2011-4-7-04



WA-I-887

Ravenswood Heights Historic District

Frederick St. / Alt Rt. 40 / Old National Pike

Hagerstown, Washington Co. MD

4/11

E. Wallace, PRA, Inc.

File Location: MD SHPO

1228-1234 Frederick St., E. Side SE View

#5 of 16

2011-4-7\_05





WA-1-887

Ravenswood Heights Historic District  
Frederick St. / Alt. Rt. 40 / Old National Pike  
Hagerstown, Washington County, MD

A111

E. Wallace, PRA, Inc.

File Location: MD SHPO

1236-1240 Frederick St. E. Side, SE View

# 6 of 16

2011-4-7-06



WA-1-887

Ravenswood Heights Historic District

Frederick St. | Alt Rt 40 | Old National Pike

Hagerstown, Washington Co. MD

4/11

E. Wallace, PRA, Inc.

File Location: MD SHPO

1244, 1246 Frederick St. E Side, SE view

# 7 of 16

2011-4-7-07





WA-1-887

Ravenswood Heights Historic District  
Frederick St. (Alt Rt. 40) Old National Pike  
Hagerstown, Washington Co. MD

4/11

E. Wallace, PRA, Inc.

File Location: MD SHPO

1252-1260 Frederick St, E. Side, SE view

#8 of 16

2011-4-7-08



WA-1-887

Ravenswood Heights Historic District  
Frederick St. | Alt Rt. 40 | Old Nat'l Pike  
Hagerstown, Washington Co. Md)

4/11

E. Wallace, PRA, Inc.

File Location: MD SHPO

1251 Frederick St. Garden Hill (WA-1-434) W. view

#9 of 16

2011-4-7-09





WA-1-887

Ravenswood Heights Historic District

Frederick St / Alt Rt. 40 / Old National Pike

Hagerstown, Washington Co. MD

4/11

E. Wallace, PRA, Inc.

File location: MD SHPO

1249 Frederick St. W. side, W. view

#10 of 16

2011-4-7-010







WA-1-837

Ravenswood Heights Historic District

Frederick St / Alt 40 / Old National Bk

Hagerstown, Washington Co. MD

4/11

E. Wallace, PRA, Inc.

File location: MD SHPO

1231 Frederick St. W. Side, NW View

#11 of 16

2011-4-7\_011





WA-1-887

Ravenswood Heights Historic District

Frederick St / Alt Rt. 40 / Old National Pike

Hagerstown, Washington Co. MD

4/11

E. Wallace, PRA, Inc.

File location: MDSHPD

1229, 1227-1225, 1223 Frederick St. W. Side

# 12 of 16

2011-4-7-12







WA-1-B37 Ravenswood Heights Historic District  
Frederick St. / Alt. Rt. 40 / Old National Pike  
Hagerstown, Washington Co. MD

4/11

E. Wallace, PRA, Inc.

File location: MD SHPO

1221, 1219-1217 Frederick St. W. Side, NW view

#13 of 16

2011-4-7-13









WA-I-887 Ravenswood Heights Historic District  
Frederick St. | Alt Rt. 40 | Old National Pike  
Hagerstown, Washington Co, MD

4/11

E. Wallace, PRA, Inc.

File location: MD SHPO

1215-1213 Frederick St. W. Side, SW view

#14 of 16

2011-4-7-14





WA-1-387 Ravenswood Heights Historic District  
Frederick St. | Alt Rt. 40 | Old National Pike  
Hagerstown, Washington Co. MD  
4/11

E. Wallace: PRA, Inc.

File Location: MD SHPO

1211 Frederick St. W. Side, NW view

#15 of 16

2011-4-1-15





WA-1-337 Ravenswood Heights Historic District  
Frederick St. (Alt Rt 40) Old National Pike  
Hagerstown, Washington Co. MD

4/11

E. Wallace, PRA, Inc.

File location: MD SHPO

1209-1207 Frederick St. W. Side, NW View

# 16 of 16

2011-4-7-16

